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WEDNESDAY, - JANUARY 14, 1857.

What will the Factions Do Next?

Well, they are waiting for opportunities, and will seize the first promising one that offers. The Black Republicans have climbed down a good deal; protesting that they are not Abolitionists; and the Know-Nothings are losing their intensity. Both factions are looking to a union, and are even now in concert to share the Democratic party. The managers will not let the Black Republicans go to a union for the next Presidential race. Kansas will be out of the way, the Territorial policy will be settled, and the croaking and shrieking will be at an end. Something else must be invented or created. Perhaps the bug-bear of equal sovereignty must be, after the whole matter is settled—equal sovereignty in the abstract. The organ has been puffing and blowing at that subject for a long time; both shudder at it. They think it a very horrible thing that the people of a Territory should have their own way. This is a subject on which no one has been spoken with wisdom, and no one has said any one thing that has been started since this was a government. Men of sense and common sense, as soon as they are organized and able to act, will have their own way in their own affairs, and the federal government cannot control them, or will not do so if it can. California assumed the right to organize as a State government, regardless of the States or the federal government. She came with her impudent assumption, and demanded admission into the Union. Some protested that it was all wrong, and called against her sovereignty; but finally Congress acceded to the demand, and admitted the State, and all the present croakers shouted applause.

We have now a Territory in which polygamy is tolerated and sanctioned—a hateful and disgusting institution. Every State would unanimously abolish it, if they could get it. But there the institution is. Filmmore appointed the head polygamist Governor, and although several attempts have been made to get rid of him, they have not been successful. The whole country has been chafing under what is universally considered a disgrace to the age; but what is to be done? No party is wise enough to do what to do. It would indeed be possible to send an army there and break up the whole concern by force; but that is a remedy nobody is ready for. Polygamy is an institution of equal sovereignty. It is a horrible thing, but Know-Nothing has said nothing about it; has no remedy to propose. It is generally thought that the institution may die under the universal execration of the Union, but statesmen hesitate to employ force. In fact, it has been applied, by mob law, to a terrible extent, without effect.

We mention these instances to show that no theory of sovereignty will answer any practical purpose, when a whole community intend to have their own way. Our institutions will not bear a deprivation of any sort, anywhere, and it is idle to talk of a sovereignty that is to accomplish something with no practical power to do it. When factions, therefore, waste their ink and paper about what the people of a Territory can do if they choose, let them explain how it was that California abolished slavery without any show of authority from Congress, and how they all agreed to it; how polygamy exists in a Territory in spite of Congress, and the uniform opinion of the States; how they will make the Legislature of Kansas abolish slavery or protect it; if they do not intend to do it? But factions can make huge boasts of abstractions as well as anything else, and feed their victims on delusions. They will not be nice, however, as they are not at all restrained by any sense of consistency. Perhaps they will take up equal sovereignty as their great doctrine, and swear they for it all the while, and that it was the Democracy that were against it. Anything will do, if it will win. One thing is certain, the Black Republicans North, and the Know Nothings South are winking and blinking at each other. They are both afraid of foreigners, and don't like the Pope; and they both hate Democrats with a holy horror. They could stand between them and split. They could be gratified with ruling if they were not for these accursed Democrats. They cannot make common law of plunder, and equal sovereignty, which they both hate, for precisely opposite reasons: will for the basis of a union of croaking and shrieking in 1856. We foretold, in the last issue, long before it happened, that the factions would try two candidates; that it was a matter of calculation. The experiment failed. They will not repeat it; there will be but one next time. Let the Democracy be vigilant, the enemy is not asleep. If we relax at all, he will try to steal march upon the country, in some disguise. There are thousands of restless politicians in this commonwealth, who would split if they said down without any future prospect of ruling America. It will, make no difference to them what issues they present. They have been spanned against the Pope and foreigners, but they can just as easily take the other side, or forget the subject altogether, and swear they know nothing about it—never did.

We can only admonish our friends to be on their guard against all the ins and outs of the day. They have been fooled, but their advocates are deeply interested and fertile in expedients for mischief. Mark these Northern Black Republicans, and Southern Know-Nothings. They have a common object, and will unite to accomplish it.

One would think the factions had agitated the slavery question enough to satisfy themselves that it does not pay. They have been doing nothing else for years, and gained nothing. They have potentiated, ignored, extended, agitated, and had themselves out at the elbows and down at the heels; and still they follow their old trade—agitating the slavery question. They ought to follow something else for a living, as their railings on the slavery question are not likely to give them a substantial. Their jaggling and shouting has disgusted the rest of mankind, but the factions are urged that the matter is settled. If they can't disturb it, their occupation is gone.

Honorable Hamilton, of Maine, who was announced in the Senate that he had left the Democratic party, after he had been gone five or six years, is now appearing to the Senate again. He will be lucky if he gets the situation again from the hands of the Black Republicans. It will be his last chance for official honors.

The Arkansas Legislature has extended the time for completing the first section of the Memphis and Little Rock Railroad, to December, 1858. This action is reckoned highly favorable to the road.

In the State of Iowa, out of a population of 500,000, there are only 571 colored persons. The negroes always avoid freedom-shrieking places.

Practical Definition of a Gentleman.

Different opinions may be entertained as to the true meaning of a gentleman, but every person who reads these lines will agree that the subject of the following communication, which we find in the N. Y. Mirror, possesses the essential and most to be admitted ingredients to be found in the composition of a true gentleman.

As I was walking down Broadway this morning, I witnessed an incident, which illustrated the true gentleman. A poor emigrant German, who, accompanied by a child, upon whose forehead he had a golden cross, fell down, and, injured himself. A well-dressed person, about thirty years of age, evidently a gentleman, stopped to rise, and drawing her arm through his, he helped her up, and without either blushing for the act or seeking for applause, conducted her down Broadway in the direction of her home. Who would exchange the feelings which throbbled within his bosom, for the intolerable Miss Nanyism of a regular fool?

We copy the following from the Honolulu Advertiser of November 16, received by the last California steamer:

A HAWAIIAN FEMALE.—The funeral procession which accompanied the corpse of John Pili (a native Hawaiian) last night, was a novel and unusual sight, and illustrated the fondness of Hawaiians for display. The entire partook somewhat of a theatrical character, and the procession, which consisted of the corpse, in a coffin, borne by two men, and a pair of red-topped boys, struck a strange and novel note. The procession, which consisted of the corpse, in a coffin, borne by two men, and a pair of red-topped boys, struck a strange and novel note.

One result has rendered highly probable, from this unprecedented conduct, that this Legislature will be useless to the State as a legislative body. Our laws require careful revision and these declarations of unconstitutionality should be supplied by a body of wise men. This cannot be done while this revolutionary temper is evinced by the Legislature.

Indians suffer bitterly from Know-Nothing Abolitionism. The Legislature of 1855 was destroyed by it, and the lower house was, at that time, a scene of "confusion confounded." Now the Senate is the menagerie for fusion action, and the Senate must feel mortified at the "anarchic tricks before high heaven," acted out by her shoddy-boss "conspirators" factions.

Continued to mention that Lieut. Gov. Hammond has been called to the aid of the State, and his place to be filled by the Senate, but was not by a reversal of the capers of the legislature. The lieutenant was delivered in those clear and decided words peculiar to Gov. Willard, and his merits as a State party will be recognized by all who read it.

G. V. G. Grimes, of Iowa, like his L. L. L. Oakes, of Ohio, thinks a State has a right to interfere to protect her former citizens, in what is now called their rights in a Territory, or their way to it. There is no telling what shrewd tricks these shrewds will gravely propagate next.

The Popular Vote of 1856, For President and Vice President.

MICHIGAN—OFFICIAL.		
Freemant.	Buchanan.	Filmore.
Alcona,	1298	1047
Berrien,	1495	872
Cass,	1298	1047
Charlevoix,	2908	1822
Cheboygan,	2495	2151
Crawford,	1763	1165
Genesee,	1353	1047
Grand Traverse,	1833	1228
Ingham,	2335	1528
Ionia,	1833	1228
Isabella,	2335	1528
Jackson,	2001	1193
Kalamazoo,	2001	1193
Leelanau,	2001	1193
Lapeer,	2001	1193
Livingston,	2001	1193
Manistowick,	2001	1193
Marquette,	2001	1193
Macomb,	2001	1193
Midland,	2001	1193
Monroe,	2001	1193
Oshtemo,	2001	1193
Oscoda,	2001	1193
Presque Isle,	2001	1193
Saginaw,	2001	1193
Sanilac,	2001	1193
Shiawassee,	2001	1193
St. Clair,	2001	1193
St. Joseph,	2001	1193
Tacoma,	2001	1193
Van Buren,	2001	1193
Washtenaw,	2001	1193
Wayne,	2001	1193
Total,	71702	52138
Freemant over Buchanan,		16964
Freemant over all,		17964

Total,	87591	31591	4
Freemont's plurality over Buchanan,			57
over Buchanan and Fillmore,			52

FLORIDA—OFFICIAL.

	Buch. Fill.		Buch. Fill.
Escambia,	29 234	Alachua	361 41
Cent. Ross,	29 234	Dade	241 4
Walton,	129 43	Na. ssu,	193
Washington,	138 72	St. Johns,	158
Bach. ssu,	71 80	Putnam,	79
Franklin,	177 56	range,	1
Jackson,	61 457	Marion,	244
Jefferson,		Collier,	110







## TRANSPORTE PARTE 10

**Louisville and Frankfort  
and Lexington & Frankfort  
RAILROADS.**

**WINTER ARRANGEMENT FOR 1886 AND '87**

**3 DAILY PASSENGER TRAINS—SUNDAYS EXCEPTED**

**ON AND AFTER WEDNESDAY**

Nov. 12th, 1886, trains will run as follows:

**FIRST TRAIN**—Leaves Louisville at 7 o'clock, a. m., stopping at all regular stations, and arrives at Lexington at 10 o'clock, a. m.

[illegible]

**THIRD TRAIN (Accommodation)—**Leaves Lexington at 3:55 o'clock P. M., stopping at all stations west to New Orleans, La., and returning east to New York City, N. Y., and Washington, D. C., and all principal points west and south.

leaves Lagrange at 7:30 o'clock A. M., stopping at stations, and arrives at Louisville at 9 o'clock A. M. Freight trains leave Louisville and Lexington mornings-daily, Sundays excepted.

Fare is about 4 cents per mile and a discount nearly 25 percent is allowed for tickets.

For any further information, please call at Depot, corner of Brook and Jefferson streets, Louisville, Ky.

W. H. BAKER, Gen'l. Agent.

Gen'l. Agent.

Supt. Gen. L. & F. and Lex. & F. R.

**THE SHORTEST AND MOST DIRECT ROUTE TO THE EAST FROM LOUISVILLE.**

**CENTRAL OHIO,**  
AND  
Baltimore and Ohio Railroad  
**BEING THE ONLY ROUTE**  
which through tickets to  
WASHINGTON CITY

it is the **SHORTEST, MOST DIRECT,** and in great respect the most reliable route. It is the only route which passengers of through tickets to  
**NEW YORK**  
are enabled to reach the cities of  
**BALTIMORE,**  
**PHILADELPHIA,**  
and **NEW YORK,**  
at the cost of a ticket to New York only, thus saving

**THREE DAILY TRAINS.**

PASSENGERS GOING EAST from Louisville, proceed by the U. S. mail steamer to Cincinnati, then take the railroad to connect with this line, or

[illegible][illegible]

Passengers leaving Louisville by the 11:15 a. m. train Jeffersonville Railroad on SATURDAY, arrive Baltimore and Washington City on MONDAY morning. On check back, the 11:15 P. M. Pullman train leaves Baltimore for Washington, Philadelphia, New York, and other points, and in Philadelphia and New York first-class tickets are sold in advance, of any other route.

To obtain the advantages of the route, be liberal of ask for tickets via WASHINGTON, and you will find that the Pullman check back is made for all passengers via Louisville and New York in the eastern cities on Monday.

At Washington, or New York, four miles below Washington, the passenger takes the superior cars of the Baltimore and Ohio railroad, and the Pullman train leaves at 7:30 A. M., 4:30 P. M., and 10:30 P. M.

**FRIKIGITS**-With the largest equipment of any road in the United States, the company is prepared to handle all types of haulage. Its operation offers advantages as follows:

- a) The lowest cost of hauling.
- b) The most complete service.
- c) The shortest time of delivery.

The immediate connection at the wharves and in the cities of New York, Philadelphia, Baltimore and New York Steamship Company's Line, by Canal and Sea to New York and Boston; steamers to Norfolk, Charleston,

W. M. S. WOODSIDE, Master of Transportation,  
Baltimore and Ohio Railroad.  
JOHN N. SHARP  
General Western Agent  
NEW ALBANY & SALEM RAILROAD  
CHANGE OF RUNNING TIME.  
ON AND AFTER WEDNESDAY

Next, like instant, Trains will run on the Albany and Salem Railroad as follows:

Express Trains will leave New Albany daily at 7:30 a. m., and arrive at Salem at 10:30 a. m., with Trains West for Terre Haute, Vincennes, Louisville, and arriving at Michigan City at 4:45 a. m., Chicago at 7:25 a. m., making close connections for Milwaukee, Rock Island, and Chicago. Trains East for New Albany, New York, New Central Road, for Detroit, Niagara Falls, New Boston, &c.

Express Trains will leave Michigan City 1:15 p. m., and arrive at New Albany next day at 7:30 p. m. in time to put passengers into Louisville afternoon.

**Freight Trains** will leave New Albany as usual  
A. M., every day, Sunday excepted.  
**Jail dds** J. H. ANDERSON, S.

**1856 Summer Arrangement.** 18  
COMMENCING MONDAY, MAY 19.

**Little Miami & Columbus & Xenia**  
**RAILROAD**

**EXCLUSIVELY AN EASTERN ROUTE**  
**ON AND AFTER THIS DATE**  
 LITTLE MIAMI, VIA CLEVELAND.  
 Is the **ONLY DIRECT ROUTE** to and from Cincinnati and Cleveland; the only route running cars into Lake Shore depot at Cleveland; and the only route with uniform gauge from Cincinnati to Cleveland, Dunkirk, and Buffalo.  
**BY ANY OTHER ROUTE** Cleveland passengers via Sandusky, and depend on trains from Chicago, Toledo to go East, break gauge at Sandusky, and from Old Erie City to Cleveland.

THE LITTLE MIAMI, VIA COLUMBUS,  
IS THE ONLY ROUTE with reliable connections to and  
from CINCINNATI.  
BY ANY OTHER ROUTE, Passengers passenger  
pend at Bellefontaine or Forest on trains from  
Cincinnati and Fort Wayne to go East.  
THE LITTLE MIAMI, VIA COLUMBUS,  
IS THE ONLY ROUTE to and from Cincinnati  
WHEELING or STEUBENVILLE.  
THE LITTLE MIAMI, VIA COLUMBUS,  
IS THE ONLY ROUTE to and from Cincinnati,  
Lambert, Crestline, and Cleveland, with Lightning  
cars, without change of cars. This is a great con-  
venience.

THE LITTLE MIAMI, VIA COLUMBUS.  
BEING THE SHORTEST ROUTE from Cincinnati  
to the East, a uniform and safe speed is maintained.  
Connections are certain.  
BY ANY OTHER ROUTE from Cincinnati, a dangerous  
speed is required to overcome distance and  
it is necessary in changing passengers and baggage  
at Bellefontaine, Forrest, Sandusky, and Ferrysburg,  
Ohio City.

THROUGH TICKETS  
VIA  
WHEELING,  
PITTSBURG.

**DUNKIRK, BUFFALO, and NIAGARA FALLS.**

To all the Eastern cities.

Three daily Eastern Trains, at 6 A. M., 10 A. M. and 7 P. M.

**FIRST TRAIN**—Cleveland, Pittsburgh, Steubenville and Wheeling Lightning Express, leaves Cincinnati at 6 o'clock A. M. for all the Eastern cities; also, Detroit, Cleveland; Springfield; Wittenburg, Greenville, Lancaster, and Zanesville; Chillicothe and Athens. The train stops between Cincinnati and Columbus at Leeland, Norror, Xenia, and London only.

**Express Mail**, leaves Cincinnati at 8 o'clock a. m. for Cleveland, Pittsburgh, and Wheeling, for all the Western cities. This train stops at all points between Cincinnati and Columbus.

**W. H. T. A. N.** Accommodation, leaves Cincinnati at 3:30 o'clock p. m. for Springfield; Wheeling, Columbus, Cleveland, and Lancaster; Chillicothe and H. Roberts. This train stops at all points between Cincinnati and Springfield.

**NORTH TRAIN**—Cleveland and Pittsburgh via Express, leaves Cincinnati at 4 o'clock p. m. for Cleveland and Pittsburgh, for all the Western cities. This train stops at all points between Cincinnati and Columbus.

**Day Train** on Sunday at 9:30 o'clock.

Trains run by Columbus time—seven minutes  
than Cincinnati time.

**Fare as low as by any other Route  
FOR THROUGH TICKETS.**

And all information, please apply at the offices, No.  
Burnet House, second door west of Vine street  
No. 177 Gibson House Building; and the old office  
southeast corner Broadway and Front street, opposite  
Spencer House or at the Eastern (Little Miami) Dep-  
ot, Front street.

**Office hours from 8 A. M. until 9 P. M.**

**P. W. STRADER, General Agent.**

THE OMNIBUS LINE  
Calls for passengers at all the principal Hotels, houses  
and every train. By leaving directions at either end  
above offices, will call for passengers in all parts  
city, without fail.  
H. B. RUGGLES, Conductor